

Violation of statute is not evidence of negligence unless such violation is proximate cause of injuries sued for. *Fid. & Guar. Co. v. Baking Co.*, 172 Md. 27.

In action for damages on account of death of pedestrian caused by motorist, held that whether speed of motorist was reasonable under the circumstances or the pedestrian guilty of contributory negligence, was question for jury. *White v. State*, 106F (2d) 392.

Speed between 35 and 40 miles an hour presumptively unreasonable but not necessarily unlawful. (Decided prior to Ch. 273, 1939.) In action on account of collision at road intersection, held that it was question for jury whether collision was due to plaintiff's negligence in driving truck towards dangerous intersection at such great speed that it could not be stopped in time to avert collision; last clear chance; prayers. *Longenecker v. Zanghi*, 175 Md. 307.

Speed of vehicle at intersection under facts, question for jury; right of way; prayers. See notes to sec. 235. *Taxicab Co. v. Ottenritter*, 151 Md. 530.

Speed of motor vehicle at street intersection where child was injured held under facts, for jury; vehicle should be under control; considerations protecting adult from imputation of negligence apply with greater force to child; right of way of pedestrian under sec. 235. *Deford v. Lohmeyer*, 147 Md. 476.

Speed of motor vehicle and right of way of pedestrian at street intersection; contributory negligence of pedestrian for jury. *Merrifield v. Hoffberger*, 147 Md. 140.

Speed of vehicle approaching intersection from right; no absolute right of way regardless of circumstances. *Jersey Ice Cream Co. v. Bach*, 161 Md. 285.

Cited but not construed in *R. & L. Transfer Co. v. State*, 160 Md. 225; *Greer Transportation Co. v. Knight*, 157 Md. 537.

This section referred to in construing sec. 157. *Bevard v. Baughman*, 167 Md. 59.

See notes to sec. 235.

Question of whether plaintiff was guilty of contributory negligence in running at speed in excess of forty miles per hour, held under facts to be for jury under proper instructions. *Rosenthal v. Durkin*, 142 Md. 25.

Sec. 144 (vol. 3) An. Code, 1912 referred to in holding that plaintiff could not recover for injuries to automobile growing out of collision. *Gittings v. Schenuit*, 122 Md. 286.

Sec. 144 (vol. 3) An. Code, 1912 referred to in holding evidence as to excessive speed of automobile sufficient to go to jury. *Taxicab Co. of Baltimore v. Emanuel*, 125 Md. 258.

For warrants under sec. 144, An. Code, 1912 (vol. 3), see *Crichton v. State*, 115 Md. 425.

Damage suit for injuries growing out of collision between two automobiles, the issues being based on secs. 144, 145 and 154, An. Code, 1912 (as they stood prior to act, 1916, ch. 687). Correct prayers. Evidence. *Bregenzer v. Hutzler*, 121 Md. 386.

See notes to sec. 194.

When Speed Is to Be Reduced.

An. Code, 1924, sec. 195. 1912, sec. 150. 1916, ch. 687. 1918, ch. 85, sec. 150.

197. Upon approaching any person walking in the traveled portion of any public highway or a horse or any animal being led, ridden or driven thereon, or a crossing of intersecting public highways, or a bridge, or a sharp turn, or a curve, or a steep descent, and also in passing such person or such horse or other animal, and in traversing such crossing, bridge, turn, curve or descent, the person operating a motor vehicle or motorcycle shall have the same under control and shall reduce its speed to a reasonable and proper rate. If such horse or other animal being so led, ridden or driven shall appear to be frightened, or if the person in charge thereof shall signal so to do by raising his or her hand vertically, the person operating such motor vehicle or motorcycle shall bring the same to a stop, and if traveling in the opposite direction shall remain stationary so long as may be reasonable to allow such horse or other animal to pass, or if traveling in the same direction, shall use reasonable caution in there-after passing such horse or animal, but no person shall give such a signal to stop unless necessary. Except where safety zones are provided the driver or operator of every vehicle shall bring the same to a full stop not less than five feet from the rear of any street car headed in the same direction which has stopped for the purpose of taking on and discharging passengers, and remain standing until such car has taken on or discharged its passengers. Any person violating any requirements of this section shall